

## ACCES MAPS

### Melgar de Fernamental



### San Llorente de la Vega



### Castrillo de Riopisuerga



## POINTS OF INTEREST

### Castrillo de Riopisuerga

- San Bartolomé Church

### San Llorente de la Vega

- San Lorenzo Church

### Melgar de Fernamental

- Asunción Church
- Zorita Sanctuary
- Council House (facade)
- Palazuelos House. Ethnographic Museum "Pilar Ramos de Guerra"
- Casa del Cordón. Theatre Room Rodríguez de Celis
- Pisórica Interpretation Centre

## OTHER HIGHLIGHTS

Sasamón, Villadiego and Castrojeriz

## TO EAT AND SLEEP

### Hotel Rural Carrecalzada

Tel: 947 57 01 08/609 45 04 05

[carrecalzada@gmail.com](mailto:carrecalzada@gmail.com)

### Casa Rural "Abánades"

Tel: 657 83 72 36

[www.abanades.com](http://www.abanades.com)

### Hostal Concha

Tel: 947 37 20 13

[www.hostalconcha.com](http://www.hostalconcha.com)

### Hostal Leo

Tel: 947 37 20 02

[www.leohostal.com](http://www.leohostal.com)

### Albergue "Villa de Melgar"

Tel: 947 22 73 18

[www.alberguemelgar.es](http://www.alberguemelgar.es)

### Restaurante Vega

Tel: 947 37 20 11

### Restaurante Mesón del Pisuegra

Tel: 947 37 20 40



# THE FOOTPRINTS OF THE CANAL OF CASTILE IN BURGOS



## HISTORY

The Canal of Castile is a unique hydraulic engineering construction carried out between 1753-1849, during the Enlightenment period. Antonio de Ulloa was, in the beginning, the designer and director of the project whilst Carlos Lemaury was responsible for the works. The canal was built to facilitate the transportation of goods. It uses the waters of the rivers Pisuerga and Carrión to connect the Meseta with the Cantabrian ports. Only 207 Km from the original project, in the shape of an inverted "Y", was constructed. Around the canal many industries and hydraulic infrastructures developed, its waters were used and several new villages flourished. Between 1850-1860, the period of its maximum splendour, around 350 barges travelled through the canal. The 4 vessels used for transporting passengers were called "visit boats". The railway meant the decay of this way of transporting goods and, in 1959, the Government ordered the canal shut-down. In 1991, the canal of Castile was declared Cultural Interest Asset under the category of Historical Ensemble thanks to the constructive elements that it preserves -sluiceways, aqueducts, bridges, etc.-



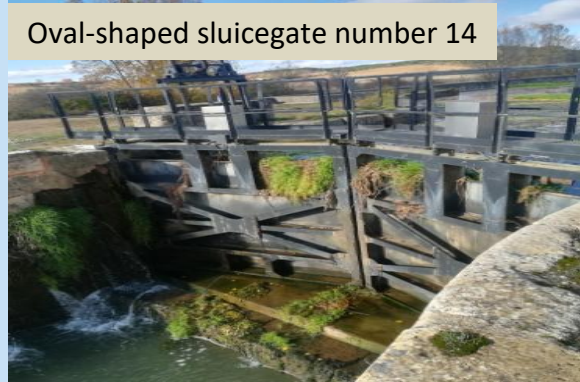


CASTRILLO DE RIOPISUERGA



The oval-shaped sluicagate still remains, as well as the bridges and *La Talda*, an ashlar built sandstone culvert.

SAN LLORENTE DE LA VEGA



ITINERARY IN THE PROVINCE OF BURGOS

MELGAR DE FERNAMENTAL

The Canal of Castile flows around 9 km through the Carrecalcaza and Abánades fields, almost parallel to the course of the Pisuerga River.



Abánades aqueduct or The King’s Bridge

It was planned by Fernando de Ulloa between 1775-1780 to cross above the Valdavia River. It has 5 round arches supported by 4 huge double-buttress pillars acting as starlings. On both sides, towpaths were used by mules to pull the barges. Near the aforementioned bridge settled the old town of San Carlos de Abánades, which is almost completely lost nowadays. Carrecalzada bridge and Abánades aqueduct-bridge are magnificent examples of civil engineering of that period, especially the last one. The Canal of Castile bids farewell to Burgos in the Hueso area to flow, again, into the Palencia Province.

Abánades water diversion control structure



Small square-shaped stone building with a brick dome.

Carrecalzada bridge



It presents a semicircular ashlar arch. There is a rural hotel next to it whose dock is the starting point for the San Carlos de Abánades barge cruise tour.

Rural hotel and dock

